

**GOVERNMENT OF INDIA
HOUSING AND URBAN AFFAIRS
LOK SABHA**

UNSTARRED QUESTION NO:587

ANSWERED ON:19.07.2017

Metro Rail Network

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Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

Will the MINISTER OF HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) the total kilometer of metro rail network in operation in the country, city and State-wise and the criteria for setting up of metro rail network;
- (b) the details of metro rail proposals received during each of the last three years and the current year, stretch, city and State/ Union Territory-wise along with the estimated cost of each stretch;
- (c) the details of proposals cleared and lying pending stretch, city and State-wise along with the reasons for pendency and the time by which pending proposals are likely to be cleared;
- (d) the funds sanctioned, released and utilized by the Government and private partners during the above period for various projects, stretch, city and State/Union Territory-wise;
- (e) the progress of various under construction and sanctioned metro rail stretches and the time by which these are likely to be completed and operationalized, stretch and city-wise; and
- (f) whether the metro which is already operational in cities such as Jaipur and Gurgaon is not getting enough passengers to fill coaches and if so, the steps taken by the Government to popularize metro in these cities?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS
(RAO INDERJIT SINGH)

(a) The details of metro rail network operational in the country are given at Annexure-I. Urban Transport intertwined with urban development is a State subject. Therefore, the primary responsibility for development of urban transport infrastructure including metro rail network, lies with the State Government. The Central Government considers such urban transport projects based on feasibility and availability of resources as and when posed by the concerned State Government.

(b) & (c) The details of metro rail proposals received/ sanctioned during the last three years and the current year along with the names of stretch and the estimated cost State/UT-wise are given in Annexure-II & IIA. Sanction of metro rail projects is an ongoing process which requires extensive consultations with all stakeholders. No time limit can be specified for sanction of metro rail projects. Therefore, there is no pendency.

(d) The details of funds sanctioned / released by the Ministry of Housing and Urban Affairs and utilized by metro rail companies during the last three years and current year are given in Annexure-III.

(e) The details of progress of under construction metro rail stretches and the time by which these are likely to be completed are given in Annexure-IV.

(f) Rapid Metrorail Gurgaon Limited (RMGL), Gurugram which is implementing Rapid metro on Public Private Partnership (PPP) mode has informed that the current ridership is substantially lower than the estimated ridership. The following measures have been taken by RMGL to enhance the ridership;

- (i) Creating awareness on benefits of public transport amongst potential commuters through print/digital media, radio, hoardings, activation programmes etc.
- (ii) Integration of various other modes of transport which could also act as feeder/evacuation systems.
- (iii) Provision of adequate parking at metro stations.
- (iv) Strategic partnership with shuttle/e-rickshaw service providers for providing first and last mile connectivity.
- (v) Developing Rapid Metro as a preferred destination for various experiential programs and weekend destination for children and families.

Jaipur Metro Rail Corporation which is completely owned by the Government of Rajasthan has informed that the average ridership of first 25 months of 9.6 Kms long Jaipur Metro Phase-IA is comparable with other metro rail networks for same period of operations.
